

Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (*Currently Amended*) Driving unit for a motor vehicle, especially for a passenger automobile of the sport car type, which comprises an internal combustion engine and a housing component ~~preferably for receiving~~ having a clutch, a transmission and a differential, wherein the housing component ~~of the driving unit that receives~~ housing the clutch ~~and is~~ joined to the internal combustion engine has a first bearing and a second bearing for an input shaft as well as an output shaft of the transmission and a third bearing for the differential, with a container area for a dry sump lubrication of the internal combustion engine ~~is being~~ integrated into the housing component.

2. (*Original*) Driving unit according to claim 1, wherein the housing component and a housing structure of the internal combustion engine are assembled together as separate components on a junction plane.

3. (*Original*) Driving unit according to claim 1, wherein the input shaft and output shaft are disposed transversely across a longitudinal central plane of the passenger automobile.

4. (*Original*) Driving unit according to claim 1, wherein the housing component has a chamber on the side facing the internal combustion engine for the clutch.

5. (*Original*) Driving unit according to claim 4, wherein the clutch is held in position through the medium of a flywheel on a crankshaft of the internal combustion engine.

6. (*Currently Amended*) Driving unit according to claim 1, wherein the housing component comprises a first housing part for the first bearing of the input shaft and the third bearing [[23]] of the differential, a second housing part forming together with the first housing part the second bearing for the output shaft.

7. (*Original*) Driving unit according to claim 6, wherein the second bearings are formed by bearing halves of the first housing part and of the second housing part.

8. (*Original*) Driving unit according to claim 7, wherein the bearing halves are provided on both sides of a plane of separation at which the first housing part and the second housing part are assembled.

9. (*Currently Amended*) Driving unit according to claim [[1]]7,
wherein ~~the~~ a plane of separation between the first housing part and the second
housing part is relatively upright.

10. (*Original*) Driving unit according to claim 1, wherein the housing
component is configured to receive a starter of the internal combustion engine,
which cooperates with the clutch.

11. (*Currently Amended*) Driving unit according to claim 10, wherein
the starter ~~with the~~ having a starter gear is brought through a side wall of the
housing assembly, the starter gear cooperating with a sprocket of the clutch.

12. (*Original*) Driving unit according to claim 1, wherein the housing
component is provided on a side facing away from the internal combustion
engine with at least one support bracket for the mounting of a driving unit.

13. (*Original*) A driving unit for a motor vehicle, comprising: an internal
combustion engine; a housing component for receiving at least one of a clutch, a
transmission and a differential, wherein the housing component is joined to the
internal combustion engine, the housing component including, a first bearing, a
second bearing for an input shaft and an output shaft of the transmission, a

third bearing for the differential, and a container area for a dry sump lubrication of the internal combustion engine.

14. (*Original*) The driving unit according to claim 13, wherein the housing component and a housing structure of the internal combustion engine are assembled together as separate components on a junction plane.

15. (*Original*) The driving unit according to claim 13, wherein the input shaft and output shaft are disposed transversely across a longitudinal central plane of the passenger automobile.

16. (*Original*) The driving unit according to claim 13, wherein the housing component includes a chamber for the clutch on a side facing the internal combustion engine.

17. (*Original*) The driving unit according to claim 16, wherein the clutch is held in position through a medium of a flywheel on a crankshaft of the internal combustion engine.

18. (*Currently Amended*) The driving unit according to claim 13, wherein the housing component includes a first housing part for the first bearing for the input shaft and the third bearing [[23]] for the differential, and a second

housing part forming together with the first housing part for the second bearing for the output shaft.

19. (*Original*) The driving unit according to claim 18, wherein the second bearings includes bearing halves of the first housing part and of the second housing part.

20. (*Original*) The driving unit according to claim 19, wherein the bearing halves are provided on both sides of a plane of separation at which the first housing part and the second housing part are assembled.

21. (*Original*) The driving unit according to claim 20, wherein the plane of separation between the first housing part and the second housing part is relatively upright.

22. (*Original*) The driving unit according to claim 13, wherein the housing component is configured to receive a starter of the internal combustion engine, which cooperates with the clutch.

23. (*Original*) The driving unit according to claim 22, wherein the starter having a starter gear is brought through a side wall of the housing assembly, the starter gear cooperating with a sprocket of the clutch.

24. (*Original*) The driving unit according to claim 13, wherein the housing component has, on a side facing away from the internal combustion engine, at least one support bracket for the mounting of a driving unit.

25. (*Original*) A method for making a driving unit for a motor vehicle, comprising the steps of: providing a housing component for receiving at least one of a clutch, a transmission and a differential; joining the housing component to an internal combustion engine of the vehicle; and providing the housing component with a first bearing, a second bearing for an input shaft and an output shaft of the transmission, a third bearing for the differential, and a container area for a dry sump lubrication of the internal combustion engine.